



East Midlands

A Railway for Growth

Autumn | 2016



Welcome to an exciting new vision for rail travel in the East Midlands

The opportunity

- ▶ The National Infrastructure Plan has been reset by the Hendy Review
- ▶ The Government, Network Rail and East Midlands Trains are planning an exciting six train per hour timetable for 2019, ensuring faster journey times and more capacity across the Midland Main Line
- ▶ Thanks to improvements over the last few years, local services are now so popular that they are often full and standing
- ▶ Rolling stock decisions (needed now) to secure timetable and demonstrate that investment is value for money

The investment needed

- ▶ Infrastructure enhancements across the Midland Main Line route (Key: Bedford-Kettering-Corby additional track and further line speed improvements)
- ▶ New InterCity style high speed (bi-mode) trains
- ▶ Additional trains for local and regional routes across the East Midlands and wider regions

The outcome

- ▶ Nottingham to London in 90 minutes
- ▶ Sheffield to London in 1 hour 50 minutes
- ▶ Leicester to London in 60 minutes
- ▶ Additional capacity and more frequent services on local and regional routes
- ▶ A sustainable railway offering value for money

There have been a wide range of improvements to rail services in this region across the last few years and a number of major successes have also been delivered as a result of the rail industry working together with key partners and local communities. We have seen more services, faster journey times, improved stations, more reliable trains and an all round better customer experience.

But our stakeholders tell us that there is much more to do to build on these successes. Together, we need to work on securing a railway that this region can continue to be truly proud of and that will deliver the immediate improvements that are needed to ensure the East Midlands has a railway that can drive economic growth and link communities, and at the same time deliver value for money for the taxpayer.

This document aims to set out some of the short and medium term priorities that stakeholders, customers and communities are asking for and what improvements need to come next for this railway.

There are a number of critical decisions that need to be taken now to help secure these improvements, particularly around what rolling stock is needed on the main line route. There are also vital decisions to be taken around the increase in Thameslink services and its impact on the longer distance InterCity services.

There are some big and exciting plans for the railways in the East Midlands. Enhancements to the current infrastructure as well as electrification of the Midland Main Line will increase capacity and improve performance to and from London. Not to mention the

further capacity increase due to be provided by HS2. While a major success story for the region, the delay of the electrification scheme means that it will be several years before the benefits of this are realised. HS2 is also at least some 10-15 years away. While these significant investments are welcomed, there is a need to ensure that we do all we can right now to create more space and faster journeys for our customers and help grow the economies of towns and cities along the Midland Main Line route. This will ensure that the Government's vision for more and faster services in 2019 can be delivered.

The East Midlands rail network also plays a critical role in connecting services right across the Midlands region, the North West and through to East Anglia providing crucial links to people travelling for work, education and leisure. Over the last ten years there have been significant increases in passenger growth across these routes, but trains are now full and more capacity is desperately needed.

The Government's Infrastructure Plan continues to develop and it is now forming plans for the next East Midlands franchise, which will shape the future of train services over the next five to ten years. Now is the opportune time for this region's voice to be heard.

As a region we should be rightly proud of our rail network and the changes and improvements we have made to the railway so far, but our stakeholders are now being loud and clear about what they want for the future. And by working together we can make this happen.

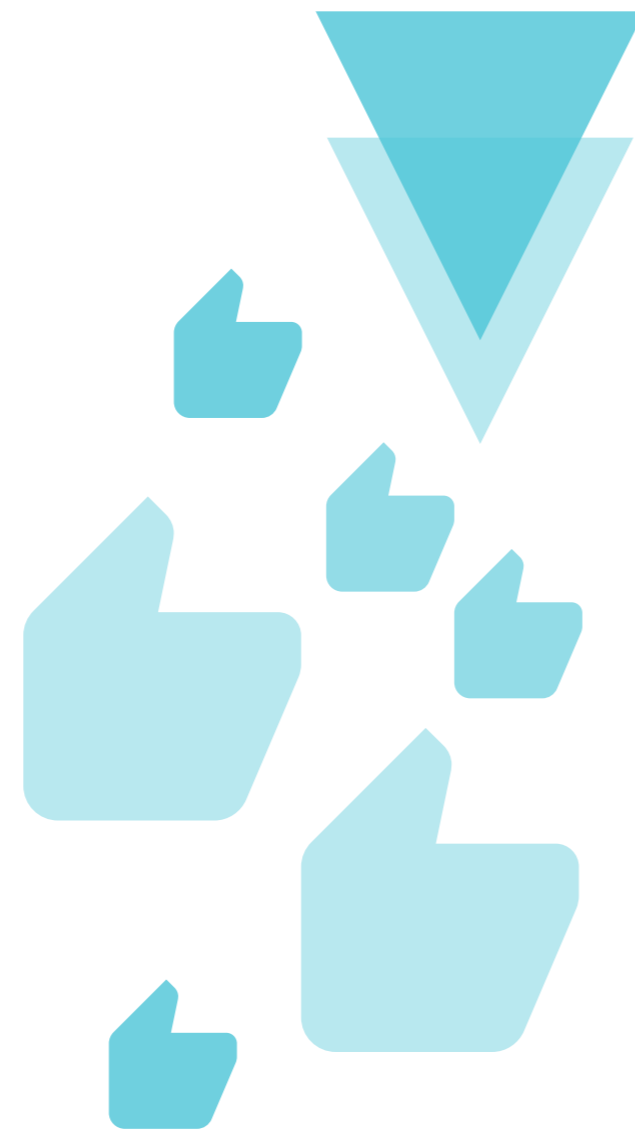
Jake Kelly

Managing Director, East Midlands Trains

Working in partnership to deliver improvements

There have already been a number of successes:

- ▶ Introduction of a second train an hour from Sheffield to London through a successful partnership with the South Yorkshire Passenger Transport Executive
- ▶ New stations opened at East Midlands Parkway and Corby and a new station planned to open in Ilkeston in 2016
- ▶ Extra carriages secured for the Liverpool-Norwich route as a result of a stakeholder board working together to put forward a viable case
- ▶ Better services on the Lincoln to Nottingham route, driven by a range of stakeholders including cross-party MPs
- ▶ Multi-million pound transformation of Nottingham station and creation of a new transport hub through a joint partnership with Nottingham City Council and Network Rail



The Midland Main Line provides Sheffield with its fast rail link to London. Recent improvements in frequency and reduction in journey times by East Midlands Trains have been very important in enabling Sheffield businesses to access our capital city more quickly and efficiently.

The increase in capacity on Trans-Pennine routes to Liverpool and Manchester from Sheffield with East Midlands Trains has been one key step towards better connecting Sheffield westwards by rail but much more needs to be done.

Peter Kennan, Chair, Sheffield Chamber of Commerce & Industry Transport Forum



Vision and goals

Stakeholders across the region are clear on their short term priorities. As a result, five key themes have emerged.

“A railway that drives sustainable economic growth and connects communities across the Midlands Region and beyond”



Faster, more frequent services to and from London providing a viable alternative to the car



Better connections, more capacity and extra services between towns, cities and communities in the East Midlands and surrounding regions



A high quality fleet of trains that meets customer expectations and demands



A sustainable and growing workforce providing high quality jobs



A railway which provides a consistently outstanding experience for all customers



Whilst Lincolnshire and its neighbouring countries have good North/South rail network connections, the same cannot be said for the East/West Link. It is essential, in our opinion, that the rail network is enhanced to provide a faster, regular and reliable train service across to Birmingham and the Cities in between there and Lincolnshire. The network within Lincolnshire is also an essential part of the travel infrastructure due to the large scale of the county and its rural nature.

Sam Elkington, Director & Head of Office – Lincoln – Planning & Development, Lambert Smith Hampton



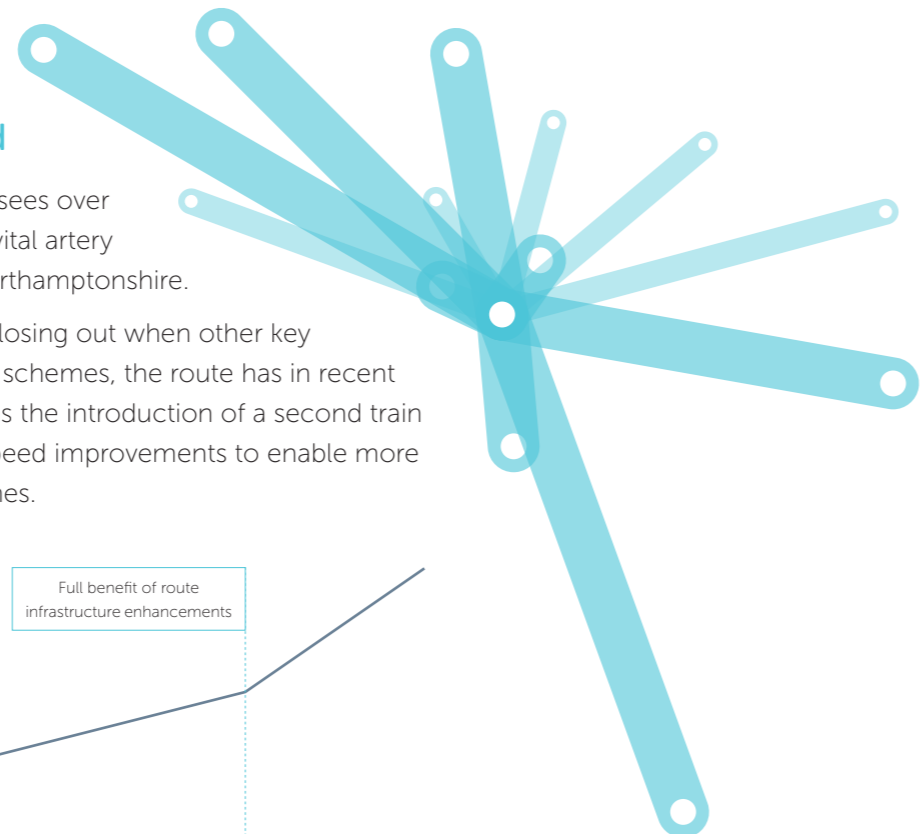
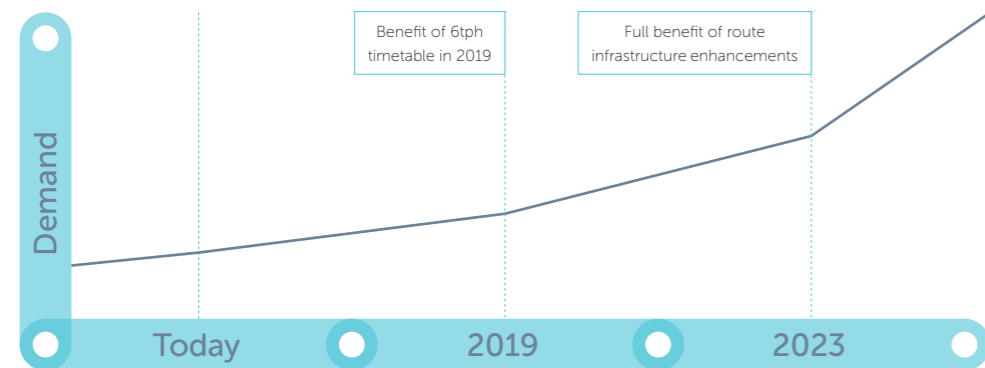
Faster, more frequent services to and from London providing a viable alternative to the car



Services on the Midland Main Line between London-Northamptonshire, Leicester, Nottingham, Derby and Sheffield

The Midland Main Line route to London now sees over 15 million passenger journeys a year and is a vital artery for South Yorkshire, the East Midlands and Northamptonshire.

Once regarded as “the Cinderella route” after losing out when other key routes have benefited from major investment schemes, the route has in recent years seen careful targeted investment such as the introduction of a second train per hour from Sheffield to London and line speed improvements to enable more 125 mph running, delivering faster journey times.



Journey time improvements from key East Midlands cities to London

Sheffield to London

Timetable	Frequency (per day)	Average journey time
1996	14	2 hours 27 minutes
2007	20	2 hours 26 minutes
Current	30	2 hours 11 minutes

Leicester to London

Timetable	Frequency (per day)	Average journey time
1996	31	1 hour 23 minutes
2007	65	1 hour 24 minutes
Current	66	1 hour 16 minutes

Nottingham to London

Timetable	Frequency (per day)	Average journey time
1996	16	1 hour 51 minutes
2007	33	1 hour 53 minutes
Current	32	1 hour 48 minutes

Derby to London

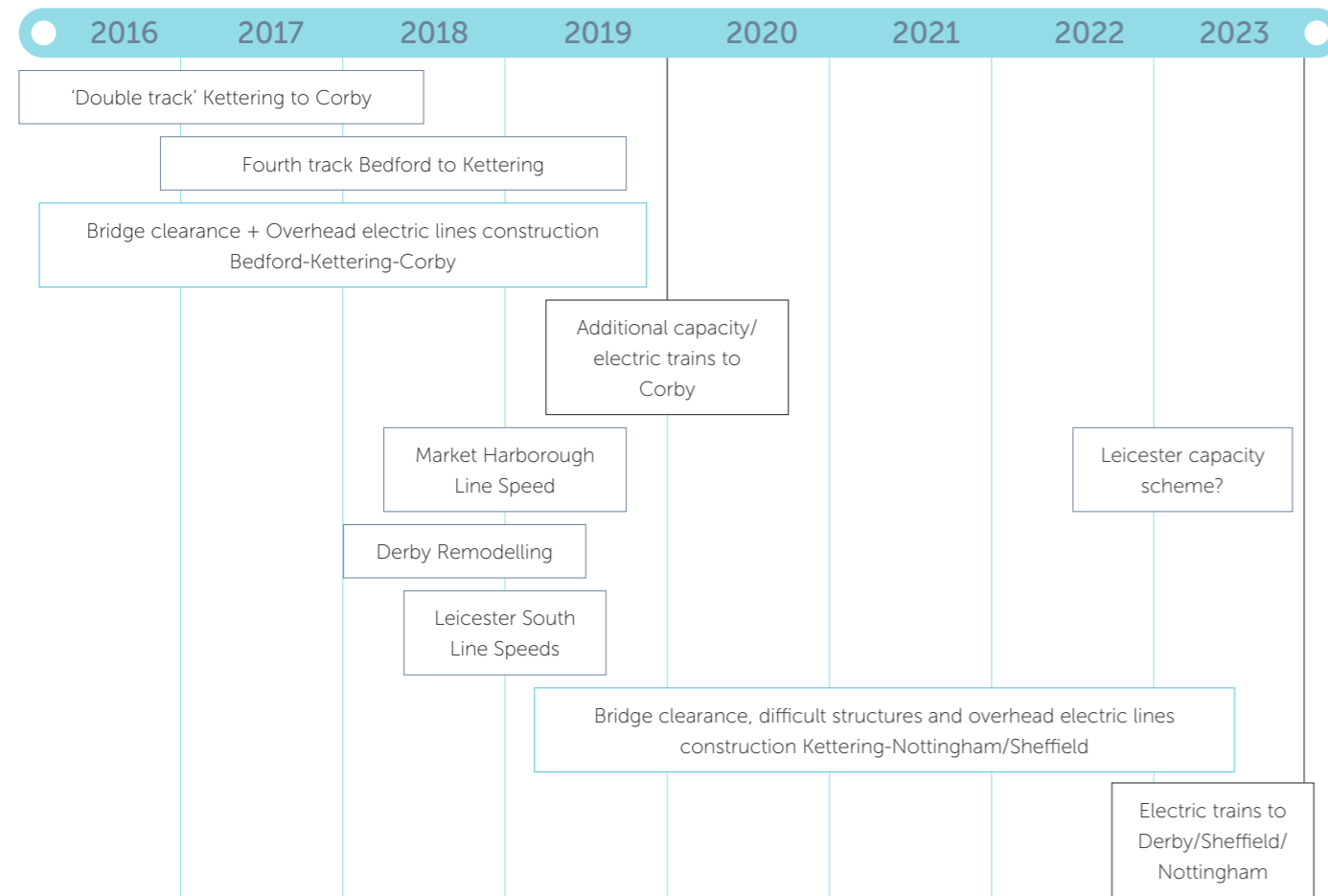
Timetable	Frequency (per day)	Average journey time
1996	17	1 hour 52 minutes
2007	31	1 hour 53 minutes
Current	33	1 hour 40 minutes

Service levels have improved significantly since franchising began in 1996. Midland Mainline made the initial steps in 1999 when the arrival of 17 new ‘Turbostar’ trains enabled a significant increase in frequency. Then East Midlands Trains introduced a revised timetable in December 2008, focusing the high-performing Meridian trains to cut journey times further.

In December 2009, a successful initiative developed in partnership with South Yorkshire Passenger Transport Executive brought two trains an hour to the Sheffield-London route with new services also introduced to and from Corby. Then the introduction of 125mph running on the Midland Main Line in 2014 delivered further journey time improvements.

But more needs to be done to meet the demands of the increasing number of passengers travelling to London. Electrification is important and the value to the wider East Midlands economy of a more sustainable electric railway cannot be disputed. Equally as critical to the railway are the infrastructure schemes which increase capacity, such as the additional track which will be installed between Bedford-Kettering-Corby, the further line speed improvements south of Leicester, at Market Harborough and those unlocked by the remodelling of the layout at Derby.

Current Midland Main Line Infrastructure Enhancement Programme



Thameslink timetable changes in 2018 (known as 'Key Output 2')

The improvements to the Thameslink services, currently operated by Govia Thameslink Railway are much welcomed as they will provide more services and better connectivity both to the north and south of London. However, the additional trains operating on the Midland Main Line cannot be at the expense of the High Speed InterCity trains operating in the East Midlands franchise. There must be a plan to ensure that both London suburban commuter services and InterCity long distance services can operate alongside each other without slowing down journey times or making the services less reliable. A cascade from elsewhere of older, slower trains for the East Midlands would almost certainly put the 2019 plans for a six train per hour timetable at risk and also risk the existing service patterns, running times and reliability on this crucial rail corridor.

Stakeholders aspire to have a railway that delivers:

- ▶ 1 hour 50 minute journey time from Sheffield to London
- ▶ 90 minute journey time from Nottingham to London
- ▶ 60 minute journey time from Leicester to London
- ▶ Later evening trains
- ▶ Improved northbound connectivity from Luton, Bedford and Northamptonshire
- ▶ Improved weekend services
- ▶ Better airport connections, improving lines from the East Midlands to Luton and East Midlands Airports



“ Leicester and Leicestershire Councils support getting an urgent resolution to the rolling stock issues caused by the pausing of the electrification programme. The loss of the current HSTs and replacement with either slower or unreliable second hand trains for the period 2020 – 2024 would be hugely damaging both economically and reputationally to both the Midland Main Line and the East Midlands economy. The Leicester and Leicestershire rail strategy identifies the strategic importance of the Midland Main Line and the economic benefits to Leicester and Leicestershire of better journey times to London. Procuring bi-mode trains now as a matter of urgency would remove uncertainty and bring forward the economic benefits associated with faster more reliable journeys.

Leicester and Leicestershire Councils ”

Better connections, more capacity and extra services between the towns, cities and communities in the East Midlands and surrounding regions



Working together, East Midlands Trains and its key partners have a proven track record of improving regional train services with longer trains now running on the Liverpool to Norwich route, and faster, more frequent trains between Lincoln and Nottingham.

This success must be replicated on other parts of the East Midlands network, providing more train services to meet growing demand and tapping into new markets to provide a better regional East Midlands service.

More capacity through securing additional train carriages

There has been a huge increase in passenger numbers on many regional routes and now more carriages are desperately needed to improve capacity on many services at peak times.

A key priority is to secure additional carriages to enable services to be strengthened between Matlock and Nottingham, Derby and Crewe, Lincoln and Grimsby, Doncaster-Lincoln-Spalding and Peterborough, the Robin Hood line between Nottingham-Mansfield and Worksop and to improve Nottingham to Skegness services at busy periods of the year.

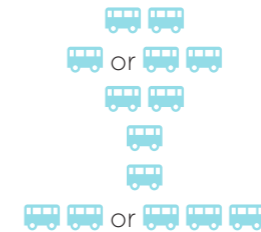
More capacity needed:

- ▶ Matlock to Derby and Nottingham
- ▶ Derby to Stoke and Crewe
- ▶ Leicester to Nottingham and Lincoln
- ▶ Grimsby to Lincoln
- ▶ Lincoln to Spalding and Peterborough
- ▶ Workshop to Mansfield and Nottingham

Current capacity indicator for East Midlands Trains local services

- Matlock-Derby-Nottingham
- Derby-Stoke-Crewe
- Leicester-Nottingham-Lincoln
- Grimsby-Lincoln
- Lincoln-Spalding-Peterborough
- Workshop-Mansfield-Nottingham

Typical number of carriages per train



Peak crowding indicator



Better connections and faster services

Customers use rail services for commuting, business, education and for leisure trips. To continue to attract new customers to rail, and improve the service for existing customers, it is crucial that there is a viable alternative to the car. This means:

- ▶ Moving toward a more InterCity style service between the key East Midlands cities of Nottingham, Lincoln, Leicester and Derby
- ▶ Better connections from Leicester, Derby and Nottingham to/from Manchester and Liverpool
- ▶ Improved timetable between Doncaster, Lincoln, Spalding and Peterborough

New routes and destinations

The recently published Midlands Connect: Picking up the Pace report focuses on better connections across the Midlands to enable the region to become more competitive and drive better economic potential. As well as providing improved connections across the East Midlands and Birmingham, it's vital that together we begin to explore new opportunities for growth such as:

- ▶ Supporting Nottinghamshire's economy with a new route to Ollerton
- ▶ New and improved through journey opportunities to cities in the East Midlands and the North West
- ▶ Exploiting connectivity opportunities to other major enterprise cities such as Cambridge

New and improved weekend services

Major investment is already being made on many parts of the network to upgrade the infrastructure and provide modern signalling which makes it possible to improve the level of Sunday services available.

Steps have already been taken to improve some weekend services but future plans need to focus on:

- ▶ Introduction of Sunday services on all routes
- ▶ Improved weekend timetable with better timetables offering earlier, later and more frequent services

A high quality fleet of trains that meet customer expectations and demands

London route

New trains will be needed to deliver faster journey times and more capacity on the London route.

The 40-year old High Speed Train (HST) fleet is fast approaching the end of its life and needs to be replaced by 2020. Extending the HSTs beyond this time would likely cost over £5m per train which is unlikely to represent value for taxpayers.

The most likely viable solution is to procure a new fleet of bi-mode trains that will be capable of running, both on electrified lines at 125mph and on the critical parts of the route which won't be electrified. Without this capability,

'Second hand' trains are unlikely to be acceptable to customers or offer a value for money solution:

- ▶ These trains will be very unlikely to meet journey time requirements and therefore will not be able to deliver six trains per hour and could put every timetable at risk

London services will no longer be able to serve locations such as Alfreton, Langley Mill, Lincoln, Oakham and Melton Mowbray. In addition, the diversionary routes that are currently relied upon when things go wrong will no longer be available for use. At the same time, bi-mode trains will safeguard the service irrespective of what happens with electrification.

The new trains should also have improved accessibility, fast on board WiFi with better connectivity, high quality interiors and of course, much needed extra capacity to cater for the growing number of rail passengers.

- ▶ Customers on this railway currently pay a premium for a high quality 'InterCity' service
- ▶ Cascaded 110/115mph 'suburban' type electric trains would degrade the on-board service offer



Example timeline for new train introduction

- **Procurement Start**
Ongoing rolling stock specification and procurement process
- **12 months on**
Contracts agreed and 12 months new train order placed
- **24-30 months on**
Design and build
- **6-9 months on**
Roll out of new trains

Regional services

The one and two-car fleet of trains which serve regional routes across the East Midlands and wider regions (for example Derby-Stoke-Crewe, Liverpool-Nottingham-Norwich and across Lincolnshire) are often now completely full and overcrowded at certain times of the day. Many of these trains face the same challenges as the HSTs as we reach 2020, and a plan must be developed now to not only provide trains which meet today's customer expectations but also to secure more trains to meet current and future customer growth. This is happening in other parts of the country and it is crucial that the East Midlands doesn't miss out.

What is needed:

- ▶ Urgent decisions on the new rolling stock needed for the Midland Main Line route
- ▶ A firm plan and funding to secure the additional trains to help create extra capacity on regional routes



Enabling airport growth is essential to support a thriving and growing UK economy. Making sure the airport is served by more high quality inter-city services as part of the future East Midlands franchise will deliver more aviation capacity, drive up revenues for the franchise, create economic value and take cars off the M1.

Nick Barton, Chief Executive of London Luton Airport





A sustainable and growing workforce providing high quality jobs

East Midlands Trains already employs over 2,000 people with thousands more feeding the supply chain and supporting rail in the region. To meet the demand of a growing rail network, investment will be needed in additional jobs and new initiatives to enhance diversity and inclusion.

UK based engineers would be needed to build new trains. More drivers and train crew would be needed to provide improved timetables. More maintenance staff would be needed to maintain a new, high quality fleet of trains.

There is huge scope and potential to increase the quality and number of railway jobs in the East Midlands, especially to address the emerging skills gap in specialist roles, such as engineering and train maintenance by working with local schools, colleges and universities to invest in the future railway workforce through apprenticeships and work experience placements.

The new apprenticeship framework will incentivise other companies to invest in life-long learning and to up-skill our workforce to deliver a successful railway for the East Midlands.



Derbyshire County Council fully supports initiatives to create good transport connections and fast rail links throughout the East Midlands trains franchise to help promote growth in our trade links and aid economic regeneration.

While supportive of the HS2 project to bring fast links to aid capacity, the electrification of the Midland Main Line, coupled with infrastructure improvements, has been a long, hard fought campaign to deliver real improvements in the immediate future for Derbyshire residents. New, fast electric services with access to modern technology for passengers will transform the route.

The East Midlands region also benefits from the connectivity between adjacent regions in the North and East afforded by the vital links created by the Norwich-Liverpool service. East Midlands communities would also benefit from a good quality local network that connects with the Midland Main Line services to offer a clean, modern, efficient rail service for its residents and deliver an environmental choice.

We look forward to seeing the improvements from 2023 onwards and support the work needed in the interim.

Mike Ashworth, Strategic Director, Economy, Transport and Communities, Derbyshire County Council





Situated in the centre of the country, the East Midlands is one of the UK's fastest growing regions, and the businesses located here demand a speedy, reliable and regular rail service to meet the needs of that growth. A high quality service for customers and clients to and from London is an important part of this, however, it is only one element – connecting our great cities and counties to their counterparts in the north, west and to the east of us is essential if we're to maximise the growth opportunities that exist by bringing businesses closer together.

In recent times businesses in the East Midlands have enjoyed good, reliable services to the rest of the UK. Continuing to build on these connections while maintaining quality of service will be a significant contributor to the continued success of the region. Businesses and prospective investors take confidence from continuity and long-term, joined up planning – it's vital that this be demonstrated in both the thoughts and actions of Government and operators alike.

Scott Knowles, Chief Executive of East Midlands Chamber (Derbyshire, Nottinghamshire, Leicestershire)



Providing a consistently outstanding experience for all customers

Delivering the best customer service is paramount on a successful rail network. Customers want punctual and reliable services, more comfortable and accessible trains and stations, better value for money and simpler journeys. By listening to the views of customers and harnessing new technology, the door to door customer experience can be transformed.

Extensive research has been carried out by the independent body, Transport Focus, which show the current top ten priorities for East Midlands Trains customers.

1. **Price of train tickets offers better value for money**
2. **Passengers are always able to get a seat on the train**
3. **Trains sufficiently frequent**
4. **Free WiFi available on the train**
5. **Train company keeps passengers informed about delays**
6. **More trains arrive on time**
7. **Less frequent major unplanned disruptions**
8. **Accurate and timely information available at stations**
9. **Well-maintained, clean toilet facilities on every train**
10. **Inside of train is maintained and cleaned to a high standard**

Conclusion

This railway plays an increasingly important role in the economy and community of the East Midlands and surrounding regions. There are a number of time critical decisions being taken right now that will impact on the benefits customers will see in the future.

The process is already beginning for the next East Midlands franchise and shortly the Government will be seeking views and opinions from stakeholders across the network. This is a great opportunity for everyone to have their say.

A number of the existing train fleets are soon reaching the end of their lives and there needs to be a clear plan in place now to replace them. This is not just to secure more capacity and journey time improvements in 2019, but to improve existing service levels.

By listening to customers and working with stakeholders, this joint vision has been developed to set out some of the key real-time issues that this rail network is facing right now. Its aim is to deliver better journeys, cost efficiency and sustainability, help to grow economies and provide rail services that will be the envy of others in the country.

What do we need to see?

London routes

- ▶ A clearly laid out strategy for the procurement of new high speed InterCity trains on the Midland Main Line route which takes advantage of the major investment being made in infrastructure.
- ▶ A continued commitment to honour and deliver committed infrastructure investment to provide the scope to deliver extra services and faster journey times:
 - ▶ Additional track between Bedford-Kettering-Corby
 - ▶ The Market Harborough line speed enhancement programme
 - ▶ Derby area remodelling scheme

Regional routes

- ▶ A firm plan and funding to secure additional diesel trains to provide extra capacity and reduce crowding
- ▶ Development of a timetable for the new franchise that will meet the needs of customers travelling on regional services; extending services later in the evening and providing more services at weekends, especially on Sundays





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A Railway for Growth

EAST MIDLANDS TRAINS

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